

TOPIC Kunnadaras Airfield

EVALUATION

PLACE OBTAINED

DATE PREPARED 21 September 1952

PAGES 3 ENCLOSURES (NO. &amp; TYPE) 4 - 2 sketches on ditto

REMARKS 2 standard manpower questionnaires

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1. The airfield south of Kunnadaras was observed from 19 May 1951 to 16 August 1951. A branch track led from the Karcag (R 48/O 98) - Kunnadaras railroad line to the airfield. Inside of the airfield area the railroad connection branched out into two tracks, one leading to the fuel dump north of the hangar, the other one to a point near the northeastern edge of the concreted runway. This northeast-southwest runway was about 3,000 meters long and 70 to 80 meters wide. Several taxiways branched off which had circular concreted areas at their ends. These concreted areas were surrounded by earthwalls and seemed to be revetments for aircraft. \*

2. [redacted] aircraft were assembled in the hangar. Crates with aircraft had arrived since the fall of 1950 at the field.

3. A hardstand for jet aircraft was located just northeast of the runway. It was surrounded by a barbed wire fence, and an AA gun was repeatedly observed in firing position near it. The total number of aircraft was estimated at 14 jet planes, three Fecske type aircraft, one Vercse and one Parduc type plane. The jet aircraft were mid-wing monoplanes with a very pronounced sweep back and a rather high rudder assembly. The elevator unit was fitted to the upper part of the rudder. The air intake was in the nose and the exhaust in the tail. The aircraft were fitted with nose wheels. The turtle-shaped cockpit was located far forward. There was only day flying by individual planes. The jet aircraft were towed from the fenced-in area to the end of the runway where the engines were started. Before taking off, the aircraft generally taxied on the runway and then returned to the take off point. The aircraft landed after flights of 30 to 35 minutes and were towed back by a tractor.

4. Hungarian soldiers were repeatedly seen at the field, [redacted]

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[redacted] a labor service battalion, [redacted] at Kunmadaras airfield. The battalion worked on the extension and improvement of the field together with the state-owned enterprise for above ground construction No 43/3. This enterprise employed about 2,000 laborers at the field. A superintendent at the field stated that the construction activity had been started in late 1949 or in early 1950 and was scheduled for completion by the end of the five year plan.

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6. The airfield was located about 1 kilometer south of Kunmadaras. It extended about 3,000 meters in an east-west direction and 1,500 to 2,000 meters in a north-south direction. Except for the western edge where the field was bordered by the Karcag railroad line, it was surrounded by open fields. The only obstacle in this area was the Kunmadaras church tower. The field had a sodded surface and black soil. In long rainy periods, the ground became soft and drainage pits were dug several meters deep. There were two approach roads to the field which branched off from the secondary highway from Kunmadaras to Karcag. These approach roads were partially concreted and were to be concreted in their entirety. The entrances at the field were guarded. There was one railroad connection to the Kunmadaras-Karcag railroad line and one narrow gauge railroad line, which was being dismantled extended to the Kunmadaras brickyard. The east-west runway was at least 2,500 meters long and had a concrete surface about 20 cm thick. The concreted taxiway north of the runway was 25 to 30 meters wide and had semi-circular concrete areas at its northern edge. Another concrete taxiway led to the hangar which was 20 x 40 meters large and also housed repair shops.
7. Two fuel dumps were located north of the taxiway. The one to the east had four semi-underground iron fuel containers which were 1.20 m above ground. There were also eight to ten tank cars at the field. Store houses at the field included three one-story windowless houses north of the northwestern corner of the field. They were constantly guarded and probably contained ammunition. Another storage building, about 10 x 40 m was located about 2.5 to 3 km west of the field, and a motor vehicle repair shop, 12 x 30 m, was located next to the fuel dump. \*
8. A radio installation, probably a DF station was located about 1 1/2 km southwest of the airfield. An underground cable line, about 60 cm deep, which had been laid by the postal service connected the airfield with this DF station. The DF station consisted of a building, about 10 x 20 m, with an antenna, about 40 m long, on top of the building. The instruments of a meteorological station were seen on the roof of the flight control building at the airfield.
9. A barbed wire fence on concrete bases was leading along the eastern and northern edges of the field. At the entrances of the two approach roads there were turnpikes. The guards at the turnpikes were constantly supervised by an officer. Another guard house was located in the northeastern portion of the field. There were always guards patrolling, and civilians at the field were constantly checked. AA emplacements or AA guns were not observed at the field. The buildings were all painted light grey.
10. There were 300 to 400 Hungarian Air Force personnel stationed at the field. It was noticed that there were unusually many officers and NCOs among them. In addition to the Hungarian personnel, about 20 Soviet officers and NCOs were also stationed at the field. In about January 1952, the Hungarians were issued new Soviet uniforms. Officers and NCOs wore blue epaulets with winged propellers or small aircraft as insignia, probably to identify flying and ground personnel.

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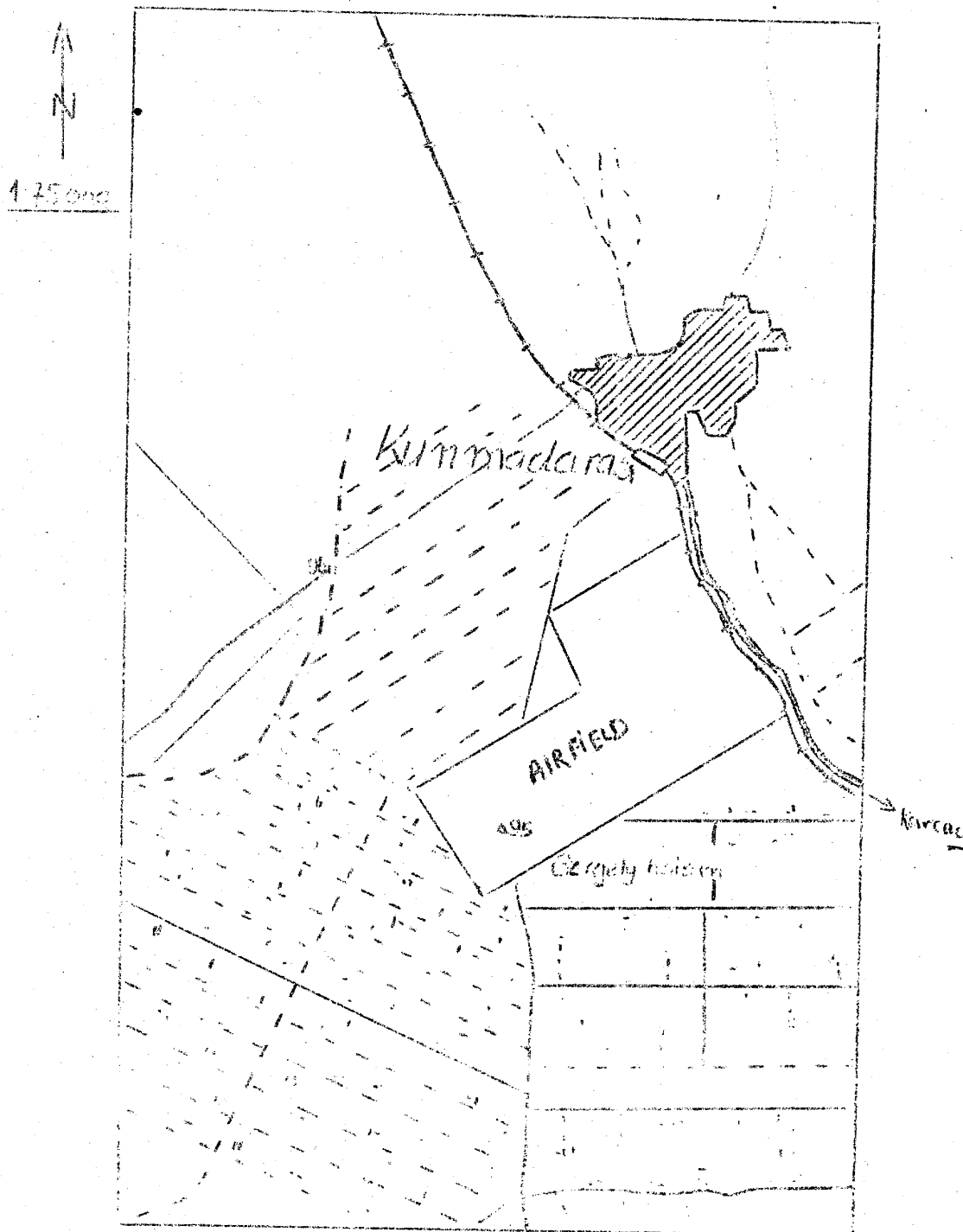
11. The aircraft were parked along the airfield border. In September 1951, about 15 jet fighters were stationed at the field, and in January 1952, 30 to 32 jet fighters were observed there. The jet aircraft had the intake openings in the nose and the exhaust openings in the tail. They were mid-wing planes with a very pronounced sweep-back of the slightly dihedral wings. The single rudder assembly had a vertical stabilizer with a very prominent sweep back and the horizontal rudder set high on the fin. There were also four or five single-engine monoplanes and three or four biplanes stationed at the field. The single-engine monoplanes had slightly dihedral wings with the leading and trailing edges tapering toward the rounded wing tips and retractable landing gears. The biplanes were fitted with radial engines. Only individual take-offs and landings were observed. The jet aircraft generally circled once or twice over the field. Between September 1951 and January 1952, it was observed two or three times, that flatcars loaded with three large crates each arrived at the field.

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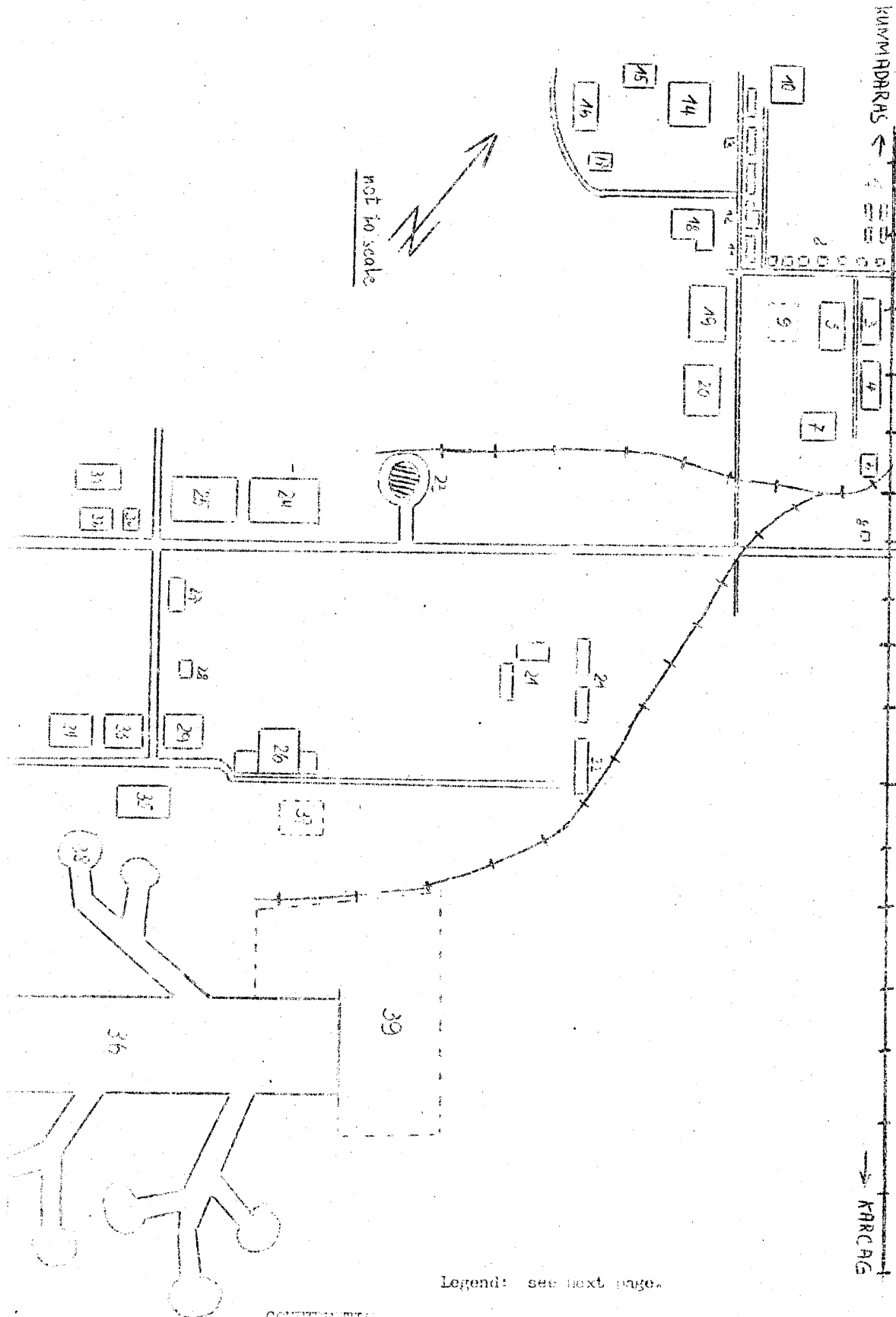
Location Sketch of Kunmadaras Airfield



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Layout Sketch of Kunmadaras Airfield



Legend: see next page.

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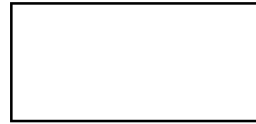
Legend:

- 1 Temporary prison camp.
- 2 One-story buildings, billets of married officers
- 3 Officers quarters, three-story building
- 4 Officers quarters, two-story building
- 5 Officers quarters, two-story building
- 6 Store, one-story building
- 7 Quarters of the guard detail for the convicts
- 8 Guard house
- 9 Building under construction
- 10 Hospital, one-story building
- 11 Unidentified building
- 12 Library and auditorium
- 13 Three one-story warehouses
- 14 Officers quarters
- 15 Unidentified building
- 16 Unidentified building
- 17 One-story storage building
- 18 Messhalls
- 19 Three-story GI quarters
- 20 Three-story GI quarters
- 21 Temporary wooden buildings
- 22 Temporary wooden buildings
- 23 Fuel dump
- 24 Garages
- 25 Garages
- 26 Hangar
- 27 Guard house
- 28 Single-story building
- 29 Single-story building
- 30 Single-story building
- 31 Single-story building

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Legend cont'd:

- 32 Single-story building
- 33 Single-story building
- 34 Single-story building
- 35 Flight control building, single-story building with tower
- 36 Concrete runway, about 80 x 3,000 m.
- 37 Excavation
- 38 Concreted area, probably hardstands
- 39 Fenced-in area with hardstand for jet aircraft.

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